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"Your Remedy has entirely cured our little girl of a very bad case of eczema, which covered a great part of her body. She had eczema (technically) from the time she was three weeks old until she was six years old. She is now perfectly well."—J. W. Cobb, Greensboro, N. C.

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Mrs. Joe Person's Wash should be connected with the Remedy for the cure of sores and thirteenth and congested surfaces. It is especially valuable for wounds and should always be used for pleurisy.

NOTICE FOR DEMOCRATIC CLUB TO ORGANIZE

By resolution adopted by the County Committee on the first inst. the following named democratic clubs are authorized and directed to organize on Saturday, June 20, 1914, at 8 o'clock, shall elect a president, secretary and treasurer a committee of organization and executive committee. The organization committee of the following members, two members of which shall be the secretary and County executive committee.

- Bishop's Branch
- Brogan Mill
- Cox Mill
- Rocky Mt.
- Rocky Mt.
- Slabtown
- West Savannah
- Palmer Mill, U. S. 1st
- North Anderson
- Frankville

Interurban Electric System In Carolinas

(By Albert Francis, in Manufacturers' Record)

The Dukes of Durham and their associates have in operation an electric railroad in North Carolina and South Carolina that in many of its features is a strikingly unique innovation in the railroad world. It is not only a carrier of passenger traffic, on familiar interurban lines, but is built, equipped and apturtenanced for heavy freight traffic, and will, indeed, make freight handling as important a part of its business as is any standard steam road. Heavy electric engines, able to pull 1,000 tons, or a train of 30 to 40 loaded cars, have been installed and are at work, and although the lines in operation are only a portion of the full system to be built, the operations are on a very robust commercial scale now, and give definite indication of the important factor the line will be in the transportation field of the Piedmont section.

Ultimately the system will be about 320 miles long, and will extend from Durham, N. C., to Greenwood, S. C. At present it is operated in two sections under the name of the Piedmont & Northern lines. One section of 23 1/2 miles, extending from Charlotte to Gastonia, is a present called the Piedmont Traction Company, the other, from Spartanburg to Greenville, S. C., a length of 93 1/2 miles, with a branch from Belton to Anderson of 10.5 miles. This section is called the Greenville, Spartanburg & Anderson railway. After July 1 both companies will consolidate and operate under a South Carolina charter with the name of the Piedmont & Northern railway.

The gap between Gastonia and Spartanburg is 54 miles. From Charlotte to Durham is 148 miles. While no definite plans for the construction of the Gastonia-Spartanburg gap and the Durham extension have been announced, the maps put out by the company indicate these as projected lines, and their early completion is manifestly inevitable. They are needed to unify the system. There is no talk of further extensions beyond these lines, and, in fact, the line between Durham and Greenwood makes a very compact unit of itself. It connects with all the railroads of the South Atlantic coast, and serves the section of greatest southern industrial development.

Up to the present time the construction expenditures have been financed by the company, and no bonds have been issued. With the incorporation of the new company, with a capital stock of \$50,000,000, arrangements for financing the enterprise will be made. There have been spent in construction, terminals and equipment some \$10,000,000. It will probably require on towards an additional \$10,000,000 to build the remaining 200 odd miles to complete the system, and \$2,000,000 for the equipment of these extensions.

The road is due to the enterprise of J. B. Duke, who is also responsible for the Southern Power company, with its network of transmission lines and numerous hydro-electric developments in the Piedmont section. A company was organized with \$15,000,000 capital, and while the Duke and associates were always heavily interested and took the initiative in financing the enterprise, the co-operation of the people along the line was desired and was freely and liberally given. There are stockholders in every town on the road in both North and South Carolina, and even people outside of America voluntarily took stock on hearing about the enterprise. The officers of the company are: J. B. Duke, president; W. E. Lee, vice president; E. Thomason, treasurer and general manager; W. A. Cooke, secretary; T. L. Black, auditor; all these of Charlotte. The directors, in addition to the officer named, are all local men. The general offices are at Charlotte, so that the enterprise is given a distinctly local coloring.

The first section of the road, from Charlotte to Gastonia, was finished and opened for traffic July 3, 1912. The next section was built from Greenwood to Belton, and from there to Anderson, and was opened in November, 1912. The line from Belton to Greenville was completed and opened for traffic a month later, and the extension from Greenville to Spartanburg was opened up a few weeks ago, March 23, 1914.

Standard construction was adopted throughout, and the road was built to a maximum 1 per cent grade. Eighty-pound rails were laid, and the track is to be entirely rock-ballasted. All the trestles and bridges are of steel, built to Southern railway specifications, so that any engine on the Southern, Pennsylvania or other standard road may run over the line. A striking feature of the enterprise is the system of terminals provided. In the larger cities on the line extensive sites have been secured, and in the smaller towns, the terminals are built on elevated ground, and the buildings are of buff brick, with red tile roofs, and even the stations of the smaller towns conform to the general type. Numerous tracks are built into the terminals serving the depots at double track, and switch tracks serve the warehouses all through the land and buildings of the Charlotte terminals cost \$500,000. The terminals at Greenville and Spartanburg cost practically the same amount, and those at Anderson about \$400,000. Greenwood the company has a joint arrangement for terminals with the Seaboard Air Line. The

buildings at Charlotte are of concrete construction. Those in the South Carolina cities are of mill construction.

The main company shops are at Greenville. The building is of brick, conforming to the standard type of other buildings of the road. It is completely and most modernly equipped. Building and land cost \$150,000; equipment, \$250,000. There is another shop at Pinoka, near Charlotte, which has cost about \$150,000. The freight equipment consists of 12 freight carrying electric locomotives, eight box type locomotives and a freight car equipped with all steel standard type cars, such as steam railroads use. Six big new locomotives, designed and built by the General Electric company, have just been put in use. These engines weigh 63 1/2 tons, and are rated to haul a train of 1,000 tons gross weight. Each locomotive is driven by four motors, geared to an axle, so that all the axles are driving axles. The technical description of this type of engine is as follows:

Length of inside knuckles, 37 feet 4 inches; length over cab, 27 feet; height to trolley base, 13 feet; width over all, 9 feet 8 inches; rigid wheel base, 7 feet 2 inches; track gauge, 4 feet 8 1/2 inches; tractive effort, 25 per cent, coefficient, 30,000 pounds; tractive effort at one hour rating, 17,000 pounds; tractive effort at continuous rating, 11,200 pounds; weight per driving axle, 31,750 pounds; weight electrical equipment, 89,500 pounds; total weight on drivers, 127,000 pounds.

The smaller type of engine used is not essentially different in principle. Its rating, however, is for a haulage of 800 tons gross, instead of 1,000. The line is operated on high voltage, 1,500 volts direct current.

The passenger equipment now consists of 23 motor driven trolley cars, made by the Jewett Car company, of Newark, Ohio. They are 65 feet long, of highest standard construction and luxurious finished, and are comfortable riding at their capacity speed of 60 miles an hour. They are operated in service at a maximum schedule speed of 48 miles an hour. There have been ten ordered, delivery to begin in June, ten new all steel passenger cars to be used as trailers. Also, two steel parlor cars, with observation end—as fine as any steam road has—to be used as trailers. All the passenger cars are electric lighted and heated, and have the maximum of comfort and convenience to be found in modern passenger cars.

The earnings of the road, both freight and passenger, are stated to be very satisfactory for a new road. There were 7,000 people handled by the 23 1/2 mile North Carolina division on Mecklenburg Day, May 20, and the road handles an average of 3,000 every day.

Beginning May 31, a sleeping car service will be inaugurated between Spartanburg and Atlanta. The car will be delivered to the Seaboard Air Line at Greenwood. It is not difficult to foresee a time when through sleeping cars from northern and eastern cities will be routed over this line, with the completion of the road to Durham and the opening of the Clinchfield route to the north on the completion of the Elkhorn City extension. A recent event on the line was the gathering up of a trainload of oranges along the line between Greenwood and Spartanburg bound for day at Altapass. The electric road hauling it with one of the smaller type engines, turned the several coach train over to the C. C. & O. at Spartanburg and received it there on the return trip.

Arrangements have been made by the new road for all kinds of passenger business, including the issuance of mileage books. Plans have been perfected with all connecting roads—Seaboard, Southern, Atlantic Coast Line, Carolina, Clinchfield & Ohio—and also with all the railroads in the country for the interchange of business at steam road rates.

The Piedmont & Northern can thus bill freight anywhere that steam railroads go, and can issue bills of lading for foreign shipments anywhere in the world and at the same rates, any other road can offer.

Local daily package cars have been put on for service to aid from Portsmouth and Richmond and all points on the electric road. These cars carry standard freight, from steamers and broadway, with an average time from New York and eastern points to points on this line of four days. The electric road introduced this service, materially shortening the time formerly taken for shipments, which was from six to seven days.

It is interesting to note the present day development in this territory. Along the lines of the electric road are now operated there are 34 cotton gins with 3,202,506 spindles and 49,667 looms. Thirty-six of these gins are located on the 23 1/2 mile road in North Carolina. Altogether the 84 gins have a capital stock of \$51,000,000, and make, print, cloth, sheeting and drills to the amount of \$2,000,000,000 annually, with a value of \$52,000,000. Cotton products will be the largest item in the outbound traffic of the electric road, but in the aggregate or in and out-bound shipments general merchandise will take the lead. The population in the towns and cities along the line is computed at 240,000. It is figured that in the entire territory which is tributary to the lines of the electric road are in operation there are about 350,000. It is commented that, based upon an optimistic growth of business, the line would not be a feasible undertaking. It was necessary to go after freight. Anderson and Piedmont breaking as the move has been in the magnitude and scope of the endeavor. Based on the

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Provides the usual Literary Course leading to the Degree of A. B. including Ancient and Modern Languages, English, History, Mathematics, Social and Political Economy, Oratory and Natural Science. Also a post-graduate course leading to the Degree of Master of Arts.

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This course leads to the degree of Bachelor of Science in Engineering, and constitutes a sound start for almost any industrial pursuit. College credits are given for students who have completed a thorough education. Its Faculty of fifteen college-trained specialists and tutors is large enough to insure the amount of personal instruction and individual attention so essential to the best results.

The Campus life is most wholesome, and the traditions of honor and morality are high. There is no gaming, no drinking, and no other immorality. The athletic work is compulsory. The religious life is ideal, and the moral and spiritual welfare of the student is the school's chief concern.

Certificates from accredited high-schools admit without examination. Preparatory school department for high-school under graduates. Next session opens September 17, 1914.

For catalogue and particulars, address
Rev. J. Henry Harms, D. D.,
President,
Newberry, S. C.

is a manifest fact that the industrial development in this section today is a more forerunner of that which is to come. The vastness of the available timber, with all the other advantages of geographical location, proximity of raw materials and the recently added convenience and economy of abundant hydro-electric power, all these factors are predicted with confidence to bring to this section an industrial development that will more than duplicate what is found here today.

It is recognized that the construction of the electric road is a most extraordinary enterprise. A suggestion was made that perhaps Mr. Duke's company so heavily interested in the Southern Water Power company, was moved by a consideration of providing a new customer for electric power. The answer was that the power the road consumes is a matter of inferior importance. "One big cotton mill will use a great deal more power than the entire electric line," it was declared. The explanation seemed to be that with Duke it was the passion to achieve something big—something that would not be done unless it was done by him—together with a pride in the development of his native state and section. It is known that the energy the people of the Piedmont section have shown in rehabilitating themselves and their country after the complete devastation of the war has always strongly appealed to J. B. Duke. In his admiration for their character and achievements, he has long expressed a desire to do something that would be helpful, and this is held to be the underlying motive in all that he has done down here.

Power for the operation of the traction company is brought from the Southern Power company, which has developments of over 100,000 horsepower on the Catawba, Broad river and Saluda. The Southern Power company also buys 10,000 horsepower from the Georgia Railway & Power company's development at Tallahassee Falls, Ga.

A very interesting feature in connection with the operation of the electric road is the safety plans evolved. In the system of train dispatching there has been worked out the highest development of telephone, semaphore and automatic safety devices and appliances that are known to the service. Here is the first installation of a system gotten out by the Union Switch & Signal company, of Swissvale, Pa., in connection with the Western Electric company. The dispatcher has complete control of the entire system, and even at stations where there is no agent he can regulate the signals through his central control.

The stations are about five miles apart, at each of which there is a semaphore, protected by a lock, the key for which the conductor carries. The dispatcher can display a danger signal from his desk, dropping the board at any station, the same as an operator may do under the block system on a steam road. The dispatcher cannot return the board to safety. This is halted by the danger signal. On restoring the board to safety an automatic Morse code signal registers in the dispatcher's office, indicating the train has gone by. If it should be necessary for a train to meet at passing tracks where there is no operator, the board can be thrown by the dispatcher as a prevention against a misunderstanding of orders, and thus serves for what is known as the middle order. Whenever stopped the conductor can get in touch with telephone with the dispatcher and receive his orders, so that a dispatcher may stop a train and give orders at any station along the road.

In case of misunderstanding or overlooked orders, if a train gets past a station where it should have stopped, the failure to signal is noted at the dispatcher's desk. In ordinary dispatching, when a train gets by and another train is in the block, there is usually nothing that can be done except to rush a relief train with doctors and nurses to the scene of the inevitable wreck. In the case of the electric road, the dispatcher has control of the power current, and if a collision is impending he simply reaches over, throws a switch, and every train on the road is dead. The situation then is of easy adjustment by telephone from any nearby semaphore or box.

For added safety and convenience, every car and every engine carries a portable telephone set, which can be hooked onto the wire anywhere, establishing telephone communication at once with any place desired.

PRESIDENT JOHN TYLER
Washington, June 5.—The senate today adopted a joint resolution for the appointment of five senators and five congressmen to attend the unveiling of the Lincoln monument at Richmond, Va., of a monument over the grave of former President John Tyler.

NURSES GRADUATE FROM THE HOSPITAL

THREE RECEIVED THEIR DIPLOMAS LAST NIGHT

PRETTY EXERCISES

Large Crowd Present to See Young Ladies Honored After Three Years Work

(From Saturday's Daily.)
St. John's Methodist church was well filled last night with those who came to witness the presentation of diplomas to the three young ladies graduating from the Anderson county hospital after three long years of hard work. The nurses to receive diplomas at last night's exercises were, Miss Janie D. Langley, Miss Emma E. Clinckscale and Miss Sara Dickson.

The exercises began promptly at 8 o'clock and there has never been a commencement program carried out in a more interesting manner than that of last night. The exercises were opened last night by the Rev. Dr. W. H. Frazer, pastor of the First Presbyterian church of Anderson and he was followed by Dr. John F. Vines, pastor of the First Baptist church of Anderson. Dr. Vines spoke to the class as a representative of the ministerial union and surpassed himself in one of the most able addresses Anderson people have ever heard him make.

Easily the feature of the evening was the address of Dr. J. Ben Townsend on behalf of the medical men of the city. It was a gem and all those hearing it felt that Dr. Townsend deserved to be richly complimented on his splendid effort. He made an impression, not only upon the nurses, but upon all those hearing it as well.

In his very happy manner, R. S. Ligon, president of the Anderson county hospital association, presented the diplomas to the three young ladies and the exercises concluded.

One feature not to be overlooked was the splendid music rendered. The officials in charge of the exercises feel that they were fortunate in being able to secure such talented performers the public will agree with them in this opinion.

SET RECORD FOR ENTIRE STATE

Anderson Planter Yesterday Placed Order For More Clover Than Was Ever Purchased

(From Saturday's Daily.)
Anderson county planters set a new record yesterday for the planting of clover in this county when B. M. Aull of Anton purchased from Furman Smith 200 bushels of burr clover. Mr. Smith said last night that this was the largest order ever given in South Carolina for burr clover and that he would unhesitatingly make that statement. He said that he had never heard of any planter in this State buying that much clover and he also said that Anderson county should be congratulated upon having a farmer, progressive enough to see the value of clover and realize what its planting may mean.

Mr. Aull is one of the best known planters in Anderson county and the farmer on a large scale. His hog farm is famous, not only in South Carolina but almost throughout the entire south and his system of breeding fine hogs for markets has been studied and adopted in all parts of the country.

His buying the extra large amount of clover yesterday shows that Mr. Aull is not afraid to take a chance on something that he has been shown by the schools and colleges of the country, instead of demanding that he be shown, as is the case with a great many farmers in this section of the country.

JUDGE EMORY SPEER
Case Against Him to Be Disposed of at this Session of Congress.

Washington, June 5.—The impeachment charges against Federal Judge Speer of Macon, Ga., will be brought before the house and disposed of at this session of congress, according to Representative Webb of North Carolina, chairman of the judiciary committee. The sub-committee investigating the charges has been engaged in reviewing testimony taken at Macon and other cities and will be assembled early next week to agree upon its report to the entire judiciary committee, which expects to consider the case at once.

TWO NEW TEACHERS ELECTED YESTERDAY

BOARD OF TRUSTEES HELD MONTHLY MEETING

LITTLE BUSINESS

Discussed Question of Burned School and Considered Plans For Having It Replaced

(From Saturday's Daily.)
The regular monthly meeting of the school board took place yesterday in the office of E. C. McCants, superintendent of the city schools. The most important matter attended to at this meeting was the selection of two new teachers for the city schools, although considerable discussion was heard about the burned school house.

The trustees looked with favor upon the proposition to add two more rooms to the Glenn street school when the new building is erected and this action will probably be taken.

The election of teachers resulted in choosing Miss Mary Hough of Greenville as one of the instructors for the high school and Miss Ruby Manning of Anderson as a teacher in the South Side school, vice Miss Cornelia Snelgrove, resigned. This completes the faculty of 63 for the city schools of Anderson.

Miss Hough comes to Anderson with sterling recommendations and will be quite an addition to the city schools force, while Miss Manning is already known to Anderson people as an instructor of promise. Miss Hough is a graduate of Winthrop college at Rock Hill, has taught in the Spartan High School at Landrum for four years and at Denmark for one year. Miss Manning is a graduate of the Anderson High School, has taught here for one year and has taken a special course at Anderson college.

At the meeting yesterday Prof. McCants submitted his report, which has already been mentioned in the Intelligencer, to the school board. This report shows that splendid work was done by the city schools during the past year and shows that the attendance was remarkably good. The report also shows that the finances of the school work are in good shape.

PROF. C. D. COLEMAN

Has Been Elected Superintendent of the Schools of Iva.

Iva, June 5.—Mr. Ralph Jones, who has been spending some time with his brother, Mr. J. C. Jones, has returned to his home at Evergreen.

Miss Greta Hall, who has been teaching in Fair Forest is home to spend her summer vacation.

Mr. and Mrs. Mason Price of Wauhatchie, Fla., are here to spend the summer with relatives.

Mr. Ernest Brown of Preston, Ga., has returned home after spending two weeks here with relatives.

Mrs. H. W. Wakefield and little daughter, have returned home after spending a few days in Williamston with relatives.

Prof. Cliff D. Coleman, principal of the Lebanon school of last session has been elected principal of the Iva high school.

MR. ROBSON ANNOUNCES

Prominent Young Farmer of Sandy Spring Gets Into Ring.

Among the new aspirant for office in Anderson county, is Mr. D. S. Robson, of Sandy Springs, who yesterday threw his campaign into the ring for commissioner of District No. 2, comprising Pendleton, Rock Mill, Fork and Centerville townships. Mr. Robson may be related to Hobson of Merriam fame, but there is no doubt of the fact that he is a progressive young farmer and business man and would make a good officer. He is a son of the well known citizen, Thos. P. Hobson. He has had several years experience in building roads and bridges, and feels that he can represent his district as well as any man in it. He wishes it understood that he is no out-tall ringer, but that he is making the race on his own merits.

SAVE THE BULL BAT

The Night Hawk Is Said to Be Enemy To the Bull Weevil.

Washington, June 5.—Strict game laws in southern states for protection of the night hawk or "bull bat", whose presence in cotton sections is declared to be of indispensable value as a check to the bull weevil, through its feeding on moths, were recommended in a special bulletin issued today by the department of agriculture.